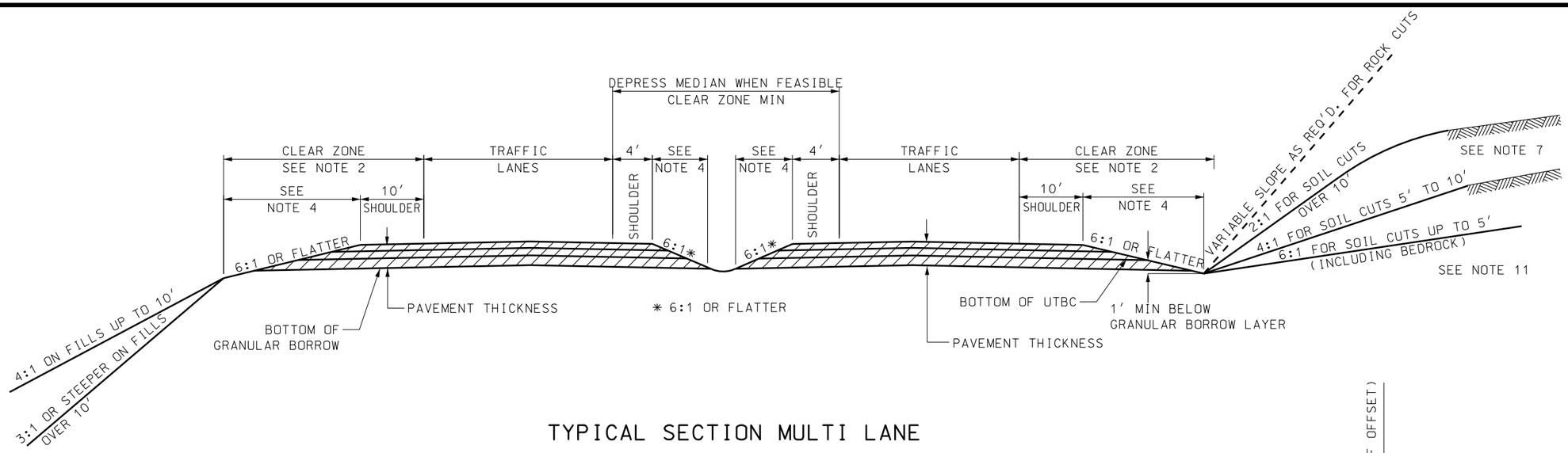
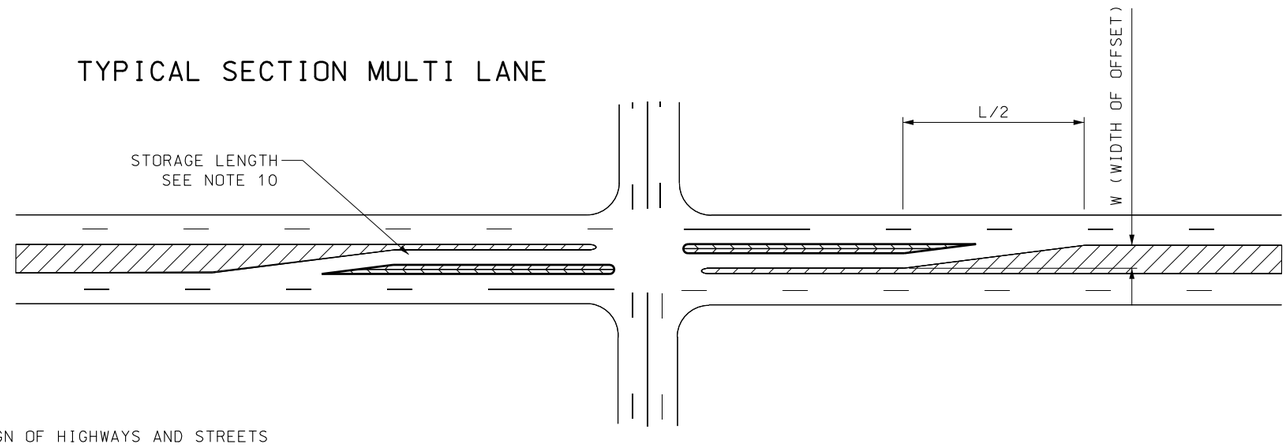


TYPICAL SECTION MULTI LANE



TYPICAL MEDIAN LEFT TURN LANE
FOR MEDIANS GREATER THAN 28′

NOTES:

1. USE THE CURRENT EDITION OF AASHTO A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS FOR DESIGN OF ROADWAY ELEMENTS NOT SHOWN ON THIS STANDARD DRAWING.
2. USE THE CURRENT EDITION OF AASHTO ROADSIDE DESIGN GUIDE FOR CLEAR ZONE REQUIREMENTS. CLEAR ZONE MAY EXTEND INTO CUT OR FILL SLOPES.
3. STANDARDS SHOWN ARE RECOMMENDED VALUES. EXCEED STANDARDS IF CONDITIONS PERMIT.
4. IN FILL CONDITIONS MAINTAIN A CONSTANT SLOPE FROM THE EDGE OF THE PAVEMENT TO THE OUTER EDGE OF THE CLEAR ZONE. IN CUT CONDITIONS MAINTAIN A CONSTANT SLOPE FROM THE EDGE OF THE PAVEMENT TO THE BOTTOM OF THE GRANULAR BORROW LAYER OR PROVIDE OTHER MEASURES TO DRAIN ALL PAVEMENT THICKNESS LAYERS. MAINTAIN A MINIMUM OF ONE FOOT VERTICAL DISTANCE FROM THE BOTTOM OF THE GRANULAR BORROW LAYER TO THE BOTTOM OF THE CUT DITCH. THERE MAY BE CUT FORESLOPES AND BACKSLOPES IN THE CLEAR ZONE.
5. TRANSITION FROM FLAT TO STEEPER CUT AND FILL SLOPES IN SUFFICIENT DISTANCE TO PROVIDE A NATURAL PLEASING APPEARANCE.
6. PAVEMENT THICKNESS CONSISTS OF HARD SURFACING, UTBC AND GRANULAR BORROW (IF USED).
7. INSTALL SURFACE DITCH (OPTIONAL) WHEN SHEET FLOW DRAINAGE IS TOWARDS CUT SLOPE. DRAIN SURFACE DITCH TO NATURAL DRAINAGE OR ROADSIDE DITCH. PROVIDE OTHER MEASURES TO PREVENT ERODING CUT SLOPES IF SURFACE DITCH IS OMITTED. SEE STD DWG DD 2 FOR DETAILS.
8. SEE STD DWG DD 4 FOR TYPICAL DETAILS FOR SECTION ON CURVE AND SECTION ON TANGENT. SEE STD DWG DD 2 FOR TYPICAL SECTION ON DITCH FLARING AND BENCHED SLOPE.
9. USE FLAT MEDIAN WHERE MEDIAN IS NOT OF SUFFICIENT WIDTH TO PROVIDE A DEPTH OF 1 FOOT BELOW THE PAVEMENT THICKNESS. REDUCE SLOPE TO 10:1 OR LESS AND PAVE THE ENTIRE AREA.
10. USE A CAPACITY ANALYSIS TO DETERMINE THE LENGTH OF STORAGE REQUIRED FOR TURN LANE. USE A MINIMUM LENGTH OF 100 FEET.
11. THE SLOPES SHOWN FOR CUT AND FILL HEIGHTS ARE SUGGESTED VALUES. SLOPES MAY DEVIATE FROM THESE SUGGESTED VALUES TO MEET PROJECT SPECIFIC REQUIREMENTS.
12. RANGE OF SUPERELEVATION IS THE PAVED WIDTH.
13. USE 2% MINIMUM CROSS SLOPES.
14. PLACE ADVERSE SLOPE BREAKS AT SHOULDER OR LANE LINES.
15. USE 6% MAXIMUM ALGERBRAIC DIFFERENCIAL FOR SLOPE BREAKS BETWEEN SHOULDER AND LANE LINES.
16. USE 4% MAXIMUM ALGERBRAIC DIFFERENCIAL FOR SLOPE BREAKS BETWEEN LANE LINES.
17. FOR TAPER LENGTH "L" SEE TABLE I ON STD DWG DD 3.

SUPPLEMENTAL DRAWING

REVISIONS

NO.	DATE	APPR.	REMARKS
1	04/24/08	BA	CORRECTED NOTE 4 FOR GRANULAR BORROW LAYER.

UTAH DEPARTMENT OF TRANSPORTATION
STANDARD DRAWINGS FOR ROAD AND BRIDGE CONSTRUCTION
SALT LAKE CITY, UTAH

RECOMMENDED FOR APPROVAL — APR.24.2008 DATE
CHAIRMAN STANDARDS COMMITTEE APPROVED — APR.24.2008 DATE
DEPUTY DIRECTOR

RURAL
MULTI LANE HIGHWAYS
OTHER THAN FREEWAYS

STANDARD DRAWING TITLE

STD DWG
DD 11

DGN File:L:\Standard Drawings\Imperial\2008\Approved\Supplemental Issues\Supp2Approved\DD11.dgn
01-MAY-2008